

Sticks and Tissue No 35 – October 2009

I'd like to thank all the contributors, without whom this newsletter would not be possible.

If you can contribute any articles, wish to make your point of view known etc please send to or phone 01202 625825 james.i-parry@tiscali.co.uk

Thanks to Mark Venter back issues are available for download from <http://www.cmac.net.nz/>

The content does not follow any logical order or set out, it's "as I put it in and receive".
Writings and opinions expressed are the opinion of the writer but not necessarily the compiler/publisher of Sticks and Tissue.



Malcolm MacKendrick's Demoiselle at Pen Hill 26 September 2009

From Tony Penhall

The big Texaco winner is still well having only been air born a few times since I built it in 1995. Amazing how hanger rash appears even when we get airborne infrequently, as is the case with the Tlush machine. The reason was basically due to having an engine which was very marginal for powering the then 8lb model. So recently I was able to put an Ohlsson .60 aboard which has ample power and had the weather been better at the SAM Champs would certainly have shown its paces. Next season I hope.

So currently I'm trying to complete an Ole Reliable by Chas." T. Marcy a 7' span cabin model from 1938 with strut braced wings which will present a challenge in terms of creating the flexibility needed to protect the wings in the event of a less than gentle arrival! Ball joints courtesy of RC fittings seem to be the way to go. Fuselage nearly complete and all the wing ribs are cut and shaped also the tailplane and fin. All the electrics need preparing and then the covering which will be silk. So that's the news to date, except to say that recently we flew at my Club fields and in so doing trims were largely absent with the result that I have rebuilt the wings on both the little 44" span Eaglet and the Cloud Elf. Hedges and trees are magnets for wayward models it seems. Drat them!!! But all's well and the repairs are finished. Chris and I await those calm autumn afternoons which some times bless the modeller. That will be good! Not the best seasons flying in 2009!



Ken Croft builder. GWW Harris "Dude"
Grayson Gnome 3.5cc engine



"Old Girl from USA Ken Croft builder, Majesco 45



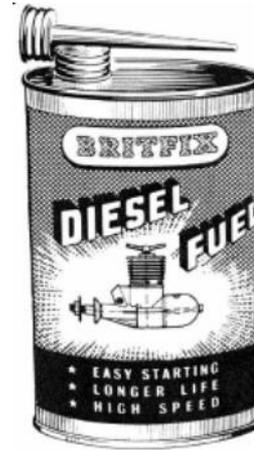
GWW Harris designed and built "Prometheus"
English Mechanics 15cc petrol engine (Rare)



Peter Scott's "Bucks Duck"



Thlush 1936 Texaco Winner. Thlush “Suprace” engine gifted by Frank Thlush for the project



2009 SAM Comet Models Champs - Comet Phantom Fury Mass Launch event From Karl Gies

We had 14 fly the event. The event was marred by the wind, especially for these very lightweight models. As you recall this ended up being the only event flown that day as flying was cancelled and events moved to other days. This was the only bad day for weather, the other four days were terrific. In calmer weather I think you would have had times in excess of three minutes. I had over 1500 turns on my Phantom Fury but most of the energy was spent fighting the wind. Not all 14 flyers were in the picture, this was snapped whilst waiting for the call to action. If there is anyone who flew in this event and did not get their Comet Phantom Fury cup please contact me.

1. Herb Kothe, 1:41
2. Peter Wessel, 1:34
3. Karl Gies, 1:29
4. J. Pratt, 1:08
5. Arthur Higgins, 1:06
6. Grant Carson, :58
7. R. Johnstone, :53
8. Bud Romak, :48
9. John Kamp : 41
10. S. Watts, :39
11. C. Fonneseck, :18
12. G. Antonucci, :11
13. Tommy Gray :08
14. Jim O'Reilly, :05



My Lanzo Duplex, winner of the 4 Ounce Wakefield Event at the 2009 Comet Model Champs with three five minute maxes

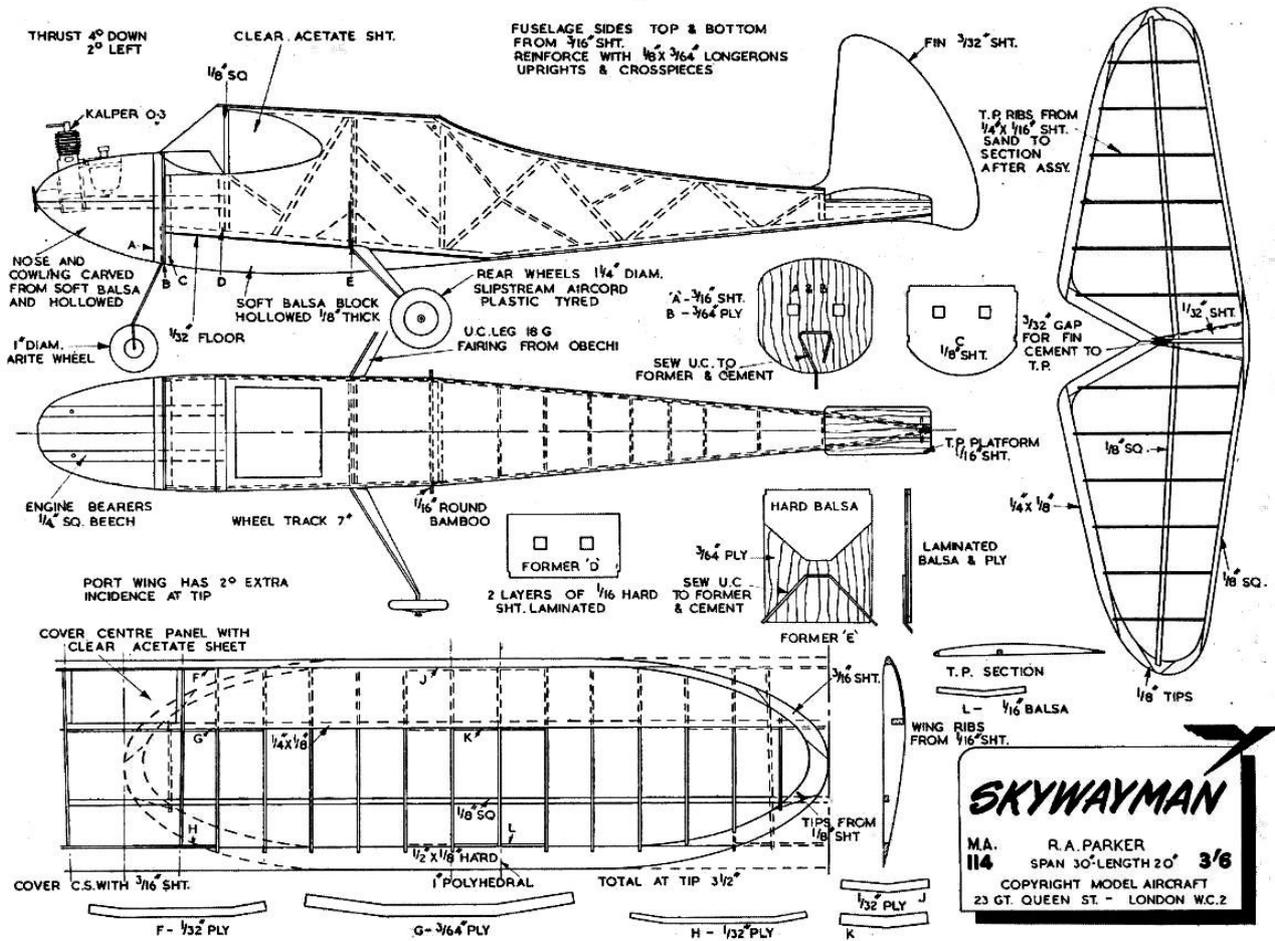
My Duplex off on a test flight. This model is a veteran making its debut and winning 2nd place at the 2001 SAM Champs @ Henderson getting beat by Phil Klintworth. I owe much to Dale Wilson who really helped me trim this model out and gave me a real boost. The fuselage is covered w/polyspan and colored with Design Master Floral spray paint. The wing and tail feathers are covered w/Japanese tissue, I did not know about Japanese tissue over mylar then. Winning this event was one of the greatest thrills of my life and it is the only time I have won an event at the SAM Champs. I took fourth place on the opening day in Small Rubber Cabin w/a combination of a Miss

Canada Sr. and Korda ORS. I made a huge mistake on my first flight w/the Miss Canada when it broke a couple of strands whilst winding and still elected to fly the model. I thought that I had only broken two strands and was flying on ten strands. I had actually broken four strands and was flying on eight. The model did not get very high and I missed a max. On the next flight I easily maxed and lost the model. I whined about this all day and told my wife that if the model was not found that psychotherapy would be in order when I got home. Luckily the next day the model was found w/out a scratch. I used my Korda ORS for the third flight and easily maxed ending up in fourth place. I placed third in the Comet Phantom Fury Mass Launch event and had the high Comet time in Large Rubber Cabin flying the Comet Gull. (I think that I was the only person flying a Comet model in that event) I probably finished last in Large Rubber Cabin as never putting more than 600 turns in the Comet Gull. Prior to this contest the last great success I had was winning the summer reading program for my age group at the Missoula, Montana public library in 1946, "Most Red Stars." I was accompanied to the contest by Lee Onishuk from Missoula, Montana who ably assisted me in timing, retrieval, driving etc. Lee builds terrific models and hopefully will get back into the hobby. cheers, Captain Cornell Crawford, Neighborhood Hero, performing minor miracles and random acts of heroism on an almost daily basis.



Slick way to rig up a d.t.

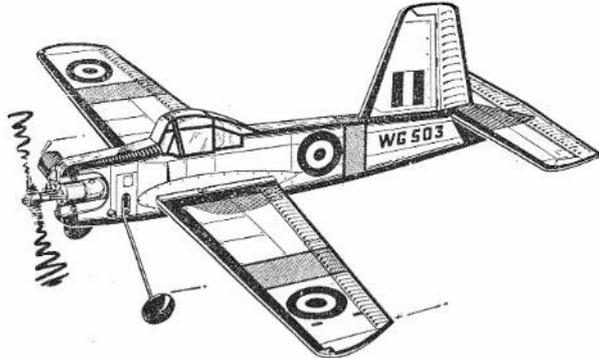
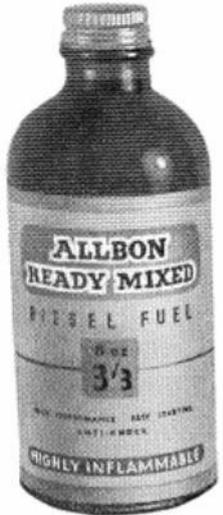




SKYWAYMAN
 M.A. R.A. PARKER
 114 SPAN 30" LENGTH 20" 3/8"
 COPYRIGHT MODEL AIRCRAFT
 23 GT. QUEEN ST. - LONDON W.C.2



30" span FF model for small diesels original had a Kalper .3cc By R A Parker from MA October 1951. The wing tips aren't square that's where the page ended from the original photo in the mag.



David Kinsella's Column

The Phil Smith Std - Part V

A competitor in the good old days and before the founding of the SMAE, George Baster started Model Aircraft Stores in a shed in his garden in Charminster Road, Bournemouth. Five or six years later (1935) Mr & Mrs Guy Rickard bought the business and moved it into the rear of Baster's window frame factory in Hankinson Road. Blessed with generous funds and the Manor House at Alton, Guy was related to the famous Mitford Girls, drove a white MG and did not work. Veronica (Veron, remember) raised Rhode Island Reds and goats, most for the benefit of nearby Treloar Hospital. Mainly for Guy Rickard, our Phil designed the Alton Special (S&T No 31) which was run on one of the terraced lawns at the Manor House and in the Horticultural Hall, Victoria. Phil designed all the many Veron boats, 18 in fact, including the 27in Veron of which Olympic Gold medallist Rodney Pattison built five and sailed them in Poole Park when himself off the water in the winter months (Rodney's 20ft Flying Dutchman racing dinghy is in Greenwich Museum, Superdocious by name after the impossibly long word in Mary Poppins. The FD at sixty is



still a fantastic boat, a delight to sail or see in action and in wood is a masterpiece of the boat builders art). The Mitfords, six daughters of Lord Redesdale, were often front page, one marrying a Baronet, another a Duke. Here the Phil Smith/Tom Airey Aeronca Sedan Laser 80 cruises by.



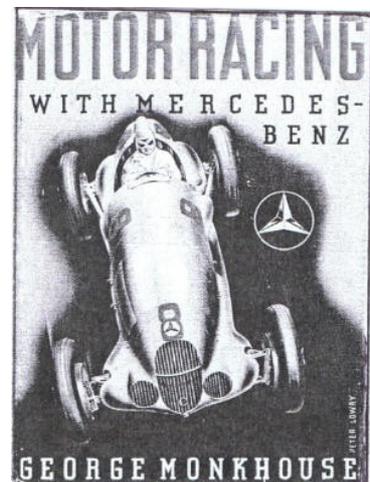
<<<this photo shows Phil Smith watching Tom Airey start the Aeronca with Phil's Nieuport in the foreground. Taken 27 September 2009 at Wimborne MAC.

Tradition Maintained

Dave Day (S&T No 32) mentioned SMAE meetings at Londonderry House. One of at least three great homes enjoyed by the family (Wynward Park in the north and Mount Stewart in Ireland also) in the 1930s the Marquess of Londonderry - Charles Stewart Henry Vane-Tempest-Stewart — was Secretary of State for Air and a senior officer in the Household Division. Air minded and with books on the subject (a signed copy on my shelf) this Etonian was a keen sailor and member of the Royal Yacht Squadron. With interests in farming and mines, the Londonderry Emeralds were famous.

Inside Information

Published by British Intelligence (HMSO 1947) Cameron Earl's text with pull out diagrams and pictures was, for obvious reasons, the first in-depth study of the fabulous German machines - track, hill climb and speed record too - famous around the world as the Silver Arrows. Formed to get a view across by word and example, the PRO with the Mercedes team was fluent in at least six languages. Employed by Kodak but friendlier with the crack drivers and mechanics as time went by, George Monkhouse published his classic Motor Racing With Mercedes-Benz in 1938. With a super jacket design by G T Foulis in red, silver and white, these 200mph titans of the track staggered the thousands who had driven to see them in wheezing saloons capable of 70mph at best. Old folk in Donington still talk about it. Monkhouse and New Cavendish published again in 1983.



Drawn From Empire

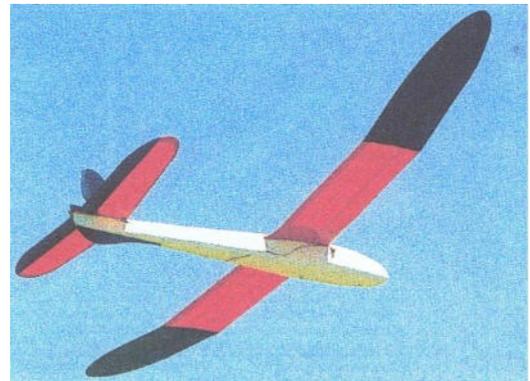
Written to escape from the world of newspapers, the late George MacDonald Fraser gave us the amazing life of Flashman, Brigadier-General Sir Harry Paget Flashman VC. At school with Tom Brown as we all know, an appetite for Victorian history enabled George to draw on the adventures of Burton, Napier and Wolseley and so expand rotter Flashman into a adventurer ever out for the main chance, Bondish to some extent, dashing but careful to limit personal risk. Burton, for example, spoke 25 languages and was a master of disguise, Napier fought around the world and now stands close to Nelson in Trafalgar Square, Wolseley revised the Army - hence the old saying 'All Sir Garnet'. Here and there a helping of fiction and, hey presto, George had a winner. By Jove, he had.

Ice And Fire

As Captain Smith aboard Titanic went for the record first time out, few were aware, that the great liner was on fire! Essential for all big ships fired by coal, the black material held in the huge bunkers had to be well watered to prevent combustion. Bunker 5 was where it started, fireman Dilly and others sworn to secrecy as they fought the hidden foe with hoses and buckets. Lots of books and a few movies over the years, yet the fire is not mentioned. imagine the arrival in New York!

Kits And Plans

Colin and Clare at Ben Buckle Kits (01793 764017) offer almost forty kits and materials. A Junior 60 fully cut costs £64, KK's mighty Falcon at £142 for 8ft of Vintage tradition at its best. Big stuff in plan form comes from Paul Howkins (02476 405126) and Chris Hughes (02476 463363), a scaled up Powavan at 7ft and a Frog Prince at 10ft perfect for long winter evenings. Here super Frog Prince floats by in the blue.



As I Said

Good to see that Sticks & Tissue is read at the Financial Services Authority, my piece on the City (S&T No 29) in line with observations published in late August. The giant I referred to in April shifts on an average day some £800 billion, mainly foreign exchange stuff (forex), and the village City I knew is an age and more away.

Classical RAF

Flt Lt Christopher Stainbank Staniland entered the RAF after Tonbridge School. From 41 Squadron he transferred to the High Speed Flight and finally to Simmond's Aircraft Ltd as a test pilot. A keen racing driver at Brooklands, his place in history is secured by the silver Multi-Union racer built by J S Worters and others of Alfa Romeo parts. Support also came from Lockheed and High Duty Alloys (a Hawker firm). A test pilot for Sopwith's company, the Mercedes-like car still exists. Staniland died in a flying accident. Another rebuild with links here is Ramponi's work on the black Delage which projected Dick Seaman into the Mercedes Grand Prix team alongside Caracciola but facing Rosemeyer in the Auto-Union.

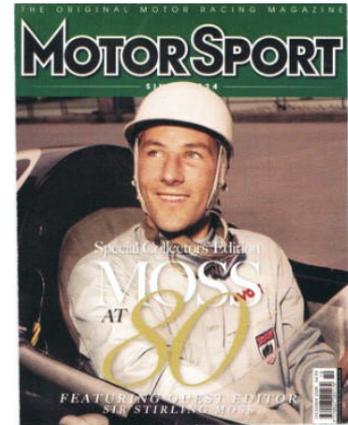
Horse History

The Rescue Flight by W E Johns sprang to mind as soon as I saw that super Albatross scout on the cover (S&T No 33). With the short extra strut to stiffen the lower wings, highly decorated and known to all the German aces of the Great War, the fish-like fuselage was unlike any other. Johns saw many of them at close range, remarking on their range of colours in the above story. Certainly one German machine carried on its side the black horse of Stuttgart. Italian ace Baracca shot it down and took the horse as his own for the SPAD. When driving for Alfa Romeo in the early days the

black horse was presented to Enzo Ferrari, the yellow backing of Modena's colour making the famous badge we know today.

No Contest

The great Moss at 80 was celebrated at Goodwood and elsewhere, Motor Sport turning out four special covers in September. Contesting 529 events before the 1962 crash caused him to retire, the fact that all of a dozen books are available on his amazing life must confirm the findings of a Top 100 test. Rightly - and without doubt - Sir Stirling Moss OBE is at the top. Raynes Park MAC members have in their clubroom a display of the 1955 Mille Miglia, signed by winner Stirling Moss to RPMAC. With speeds of 180mph and ten hours at the wheel, millions watched what the experts regard as the greatest race ever.



Blue's Exception

Ignoring the tooth-pulling tools of his St Louis dentist father, Miles Dewey Davis Jr hoisted the trumpet and headed east. Much was done, but fifty years ago Miles Davis recorded Kind of Blue, held by many to be the jazz album, arguably for all time. Today only James Wilbur Cobb, drummer from Washington DC, remains. The vastness of Jazz sometimes works against it. Long ago at Jazz FM listeners would follow any record with the universal moan, 'That wasn't jazz!' Whatever you put on made no difference at all, except a choice track from Kind of Blue. These days Ray's Jazz Shop is upstairs at Foyles

Full Fat Facts

Before the vegetarians invaded the history department tales of old were far more exciting. PC to us meant PC49 of the Eagle or the chap who chased our bikes off the pavement. So dumbed down now, even classical fiction is tinkered with, artwork that made for great reading ruthlessly rubbed out. But all is not lost. The brothers who gave us The Dangerous Book for Boys - the surprise and colossal seller now in its 12th edition - have now delivered 500 pages on Heroes. To be quite correct, David Iggulden stands in for brother Hal, but the presentation is similar, the whole based on the 'great man' theory of history. No surprise at all, The Dangerous Book of Heroes is doing well, several of those discovered within inspiring movies we have all seen and enjoyed.

Weight Saved

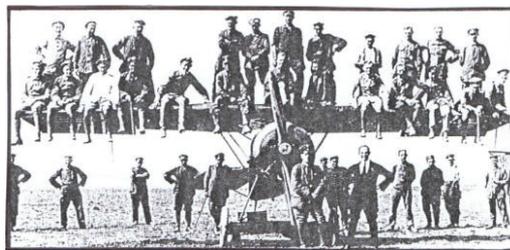
Soon after its launch in 1961 the stunning E-type Jaguar was being raced by Tommy Sopwith and others. John Coombs of Guildford found the Ferrari GTO lighter and faster. Bill Heynes at Jaguar borrowed the GTO, and in the winter of 1962 and by means of an alloy engine and panels took 242lbs out of the then special E-type, making it 99lbs lighter than the Ferrari. Soon lightweight E-types in blue and white were being campaigned by Briggs Cunningham at Sebring and Le Mans, Ford encouraged and race active within a few years. Here a Sopwith saloon leans into it at Silverstone, in Sir Tom's J-class blue of course.



Weight Convinces

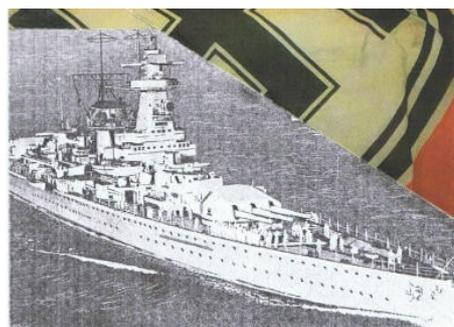
I have a good number of Albert Hatfull's plans, for years impressed by their clarity and detail. James continues to print them from time to time, reminding me of the fine Keil Kraft scale series much enjoyed. Discovering the Fokker DVIII, quite unknown until I spotted the box in the model shop, caused me to finish one in bright orange (the plan is in S&T No 19). Ron Moulton urged us to build another, a free plan published with Aero Modeller for Dart or Baby power (I believe this one was

smart in red and white). Such a design advance on the Fokker Eindhoven at the start of the war, Tony and Platz had to lay on an impressive demo of wing strength to convince the pilots. Looks good to me.



Wrong Choice

Because a smudge of smoke on the horizon could be a warning too late, warships carried aeroplanes for spotting purposes, fired off by catapult and recovered by crane at the end of the mission. For lone surface raiders preying on freighters, intelligence from cockpit to bridge would enable a fact-based decision to be made. Built to the 10,000 ton Washington Treat limit Admirals Graf Spee and Scheer and the similar Lutzow were laid down as commerce raiders - immediate power from eight 9-cylinder MAN two-stroke diesels, welded construction, two 3-gun turrets, all saving weight too - but a change from the Heinkel biplane spotter to the Arado monoplane (54mph faster) was an error, choppy landings often drenching the hot radial and putting the Arado out of service. Had Admiral Graf Spee retained the older biplane (BMW liquid cooled engine) the career of this most famous Panzerschiffe may have had a different outcome. Close monitoring of build limits was sometimes frustrated by models which gave the wrong message: Graf Spee was 12,100 tons standard rising to 16,200 fully loaded. Pictured is Graf Spee and her flag.



Moss Masterstroke

Winning for Rob Walker in the 1960s, Stirling surprised his mechanics by requesting a radio in his Ferrari 250 GT before the start of the Tourist Trophy at Goodwood. Tuned to the BBC's race commentary, he said it was far better than pit signal He won easily.

At Hendon

North London's Hendon Air Display attracted huge crowds in the glory days of the silver biplane and the cloth bomber. First to receive the Bulldog, No 3 Squadron's fighters were like minnows alongside the vastness of airship R101 which put in an appearance there in 1930. In 1933 Bulldogs painted red as raiders set off for Duxford after their part in the show, on the way discharging their blanks. In no time police stations were deluged with calls concerning aerial attacks on Hertfordshire villages. Caring little for money but everything for flying, young Douglas Bader was a star of the RAF Display Team.

Torch Carried

Good info from VTR enthusiasts David Finch, Terry McDonald and Digby Perriam was appreciated and uplifting. A great branch of the hobby dating way back to the FAST (First All Speed Team) boys in California nigh on seventy years ago, careful husbanding of plans means that we can build what they were flying when Roosevelt was in the White House. More from time to time, but here is one of David's excellent racers (Li'l Wrangler ED 246) from the 1950s. President of VTRSIG, David leads from the front.



Full Marks

Credit to John Goodall for the tethered car (S&T No 33), full engine restoration carried out by Mike Crisp. A fine result from two well known model engineers at the top of their game. Close inspection is a joy.

All Streets Empty

Long ago only one man in Britain could empty the streets at 6.45pm. That man was Dick Barton, Special Agent. Along with Snowy and Jock he appeared in magazines, in books and on the silver screen. Soon he will appear in S&T. Brace yourselves.

Hard Hat Action

With eye-watering loads on her gear and green water and spray crashing aboard, a serious 70ft racer screams along on a reach. These days skating about at 35mph, faster still on those great ocean slopes, is what these yachts do. Hairier still, a French trimaran is expected to hit 57mph before the year is out.

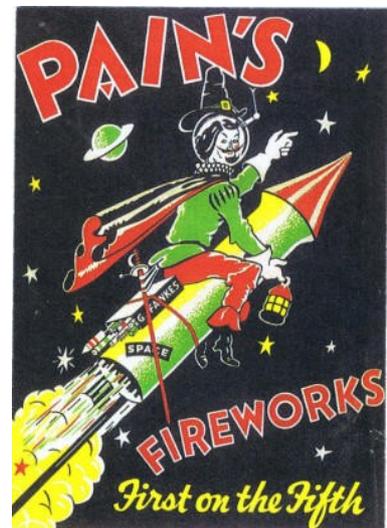


Bomber Business

Early arrival at RPMAC let me see RAF Wing Commander Dirk Bogarde in Appointment in London. Lots of Lancasters, Mike Cummings rightly observing that the flying scenes out pointed those in The Dam Busters (1954) although Todd was excellent as Gibson. As mentioned (Freddie, S&T No 30) Bomber Command was no easy option, jumping out at 18,000ft without a parachute an illustration of what aircrews faced. Luckily, falling with burning clothes young Nicholas landed on fir trees and thick snow and lived. When Dirk's movie was made (1951) Lanc access may have been better.

Remember Remember

Let's hold a torch to the blue touch paper of British fireworks - and retire to a place of safety to contemplate the past. And not a distant past either for, in our lifetime I'm sure, an industry employing thousands of men and women in a good twenty firms or more - Brock's, Standard, Guys, Wallop, Pain's, Astra, Lion for example - has vanished. True bangs and streaking rockets are still heard and seen around 5th November, but to a great extent the enjoyment comes from imports. Guys and fires and squibs galore suited misty evenings, and few shop windows were without inspired artwork alerting lads as to what was within. But clues remain - Pains Close in Mitcham, the spacing of certain houses (replacing sheds set apart for safety), old library records - but when did we last see a Guy?



Epsom Downs 8 October 2009

On the way home on that Thursday afternoon I stopped off at Epsom Downs for a coffee and sarny and to my delight there were three FF modellers there here are the photos.



Doug Jeron's Super Snooper



Terry's Combat



Mike Holloway's 1936 Bert Judge model



You may recall last month there was a request from Mike Walshall regarding Javelin tailplane and Totton factory well here is more of interest on the subject from Roger Simmonds JP

From Roger Simmonds



I had an email from Mike Walshall: “Am I correct in linking Adamcraft with Jetex? I spent a few weeks in the summer of 1954 as a model maker for Adamcraft at Totton, building a tailplane for a model Gloster Javelin, and I recall that Jetex motors were also made there”. Hmm ... an interesting conjecture: Jetex were at Totton at that time and did indeed make a large model Javelin (see photos left).



The MOD were having problems with the Javelin, and asked the LSARA (Low Speed Aerodynamic Research Association) to make a model that would be dropped from a dirigible and go through a pre-programmed series of manoeuvres to test spin recovery. Such a complex project was beyond the meagre resources of the LSARA, so they ‘outsourced’ it to Joe Mansour, with whom they had developed the Jetmaster and augments tube. The Javelin also stretched the facilities at Jetex as well, and both Bert Judge and Mike Ingram remember they did a lot of the work ‘after hours’. so Joe Mansour (or the LSARA) may well have subcontracted its construction to Adamcraft. This would explain why there are no photos of the tailplane ‘in progress’ in Mike’s archive. Adamcraft, it will be remembered, were also responsible for the Jetex powered ‘Jet-Ho’ hydroplane.



The above story deserves to be better known – I’ve not yet seen it in any ‘full size’ history of The Javelin. The Javelin, or *Dragmeister*, as it was known in the RAF, was an odd design: Jetex versions can, like the real thing, sometimes enter a deep stall – even when seemingly going well – and need a parachute to get them out of a spin and land safely!

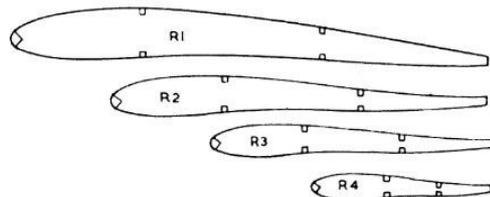
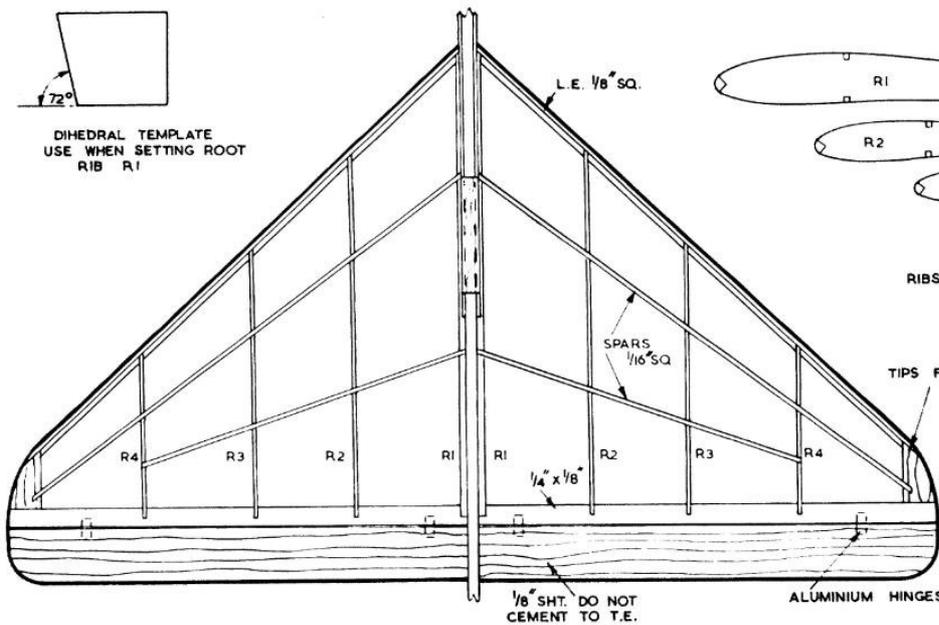
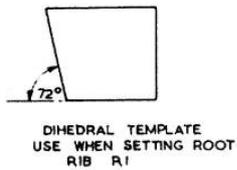
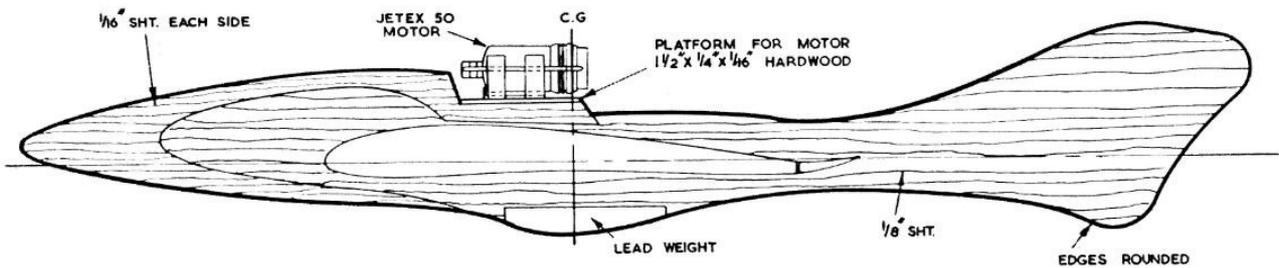
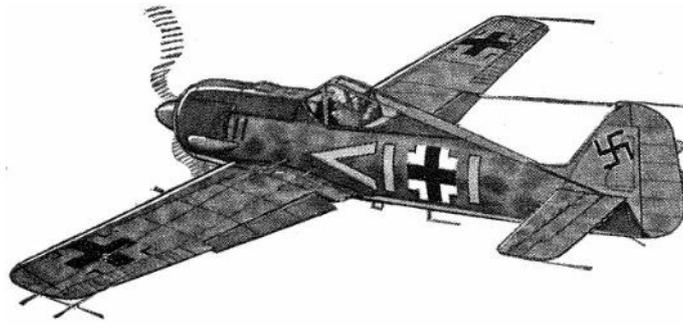
Pictures from the Mike Ingram’s archive

Top - the large and complex Javelin in progress– but where is the tailplane?

Next down - completed model;

Next, the team at Jetex, L to R: Dickie Durrent, Len, Bert, Mike, Tony and Alex;

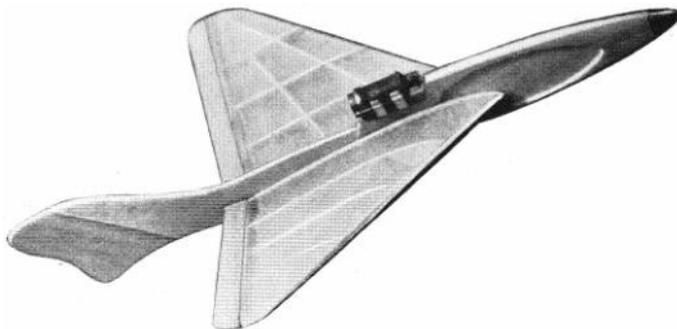
Bottom: Mike’s caption reads, “Recovered from spin and landing safely!”



RIBS 2 OFF EACH R1 - $\frac{1}{8}$ " SHT. REMAINDER - $\frac{1}{16}$ " SHT.

TIPS FROM $\frac{1}{8}$ " SHT.

HOT TODDY
 MA 162 E. de H. ROWNTREE 21.
 SPAN 12" LENGTH 16"
 COPYRIGHT MODEL AIRCRAFT
 19-20 NOEL ST. LONDON W.1



Hot Toddy for Jetex 50. 12" span by E de H. Rowntree from Model Aircraft September 1953

2009 Tomboy competition results as supplied by Tony Tomlin

<u>Position</u>	<u>Tomboy Senior</u>	<u>Tomboy 3</u>
1	David Boddington	Tom Airey
2	Tom Airey	Stephen Powell, Chris Hague
3	Tony Tomlin	Tony Tomlin
4	Tony Overton	Paul Netton
5	Colin Shepherd, Chris Hague, Stephen Powell	David Boddington
6	Derek Giles	Brian Austin
7	John Strutt	John Strutt, Geoff Goldsmith
8	Geoff Goldsmith	Dave Stock
9	Ken Marsh	Tony Overton
10	Roy Woolston	B Brundell
11	Chris Giles	Geoff Stubbs
12	Chris Shipway	John Bourne, Derek Giles
13	Paul Netton	Derek Collin, R Preston
14	Mike Burke	Chris Giles, John Taylor, James Parry
15	Peter Rose, Mike Conrad	C Shipway
16	James Parry	J Wingate, J Wheeler, D Bishop, J Crabtree

INTERNATIONAL TOMBOY POSTAL COMPETITION **1ST October 2009 - 30th September 2010**

This competition is for maximum duration of a timed R/C TOMBOY flight in competition or in sport flying



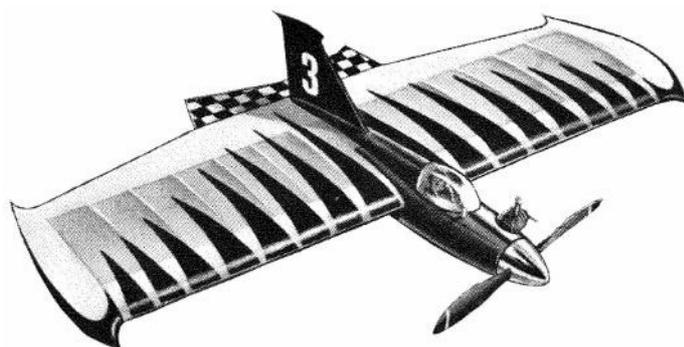
Models to TOMBOY3 competition specifications
and David Boddington's rules
i.e. 36" span, 3cc tank, Mills.75 [any type]

Prizes for the first 3 places!!!!

ALL CLAIMS SHOULD BE MADE WITHIN 1 MONTH OF THE FLIGHT TO THE EVENT
ORGANISER

Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, SM3 9AS

Email; pjt2.alt2@btinternet.com / Tel 02086413505



Rain Spoils Cocklebarrow Farm R/C Vintage by Tony Tomlin

Sunday 11th of October was the last of the three vintage R/C events at this popular Cotswolds site to be held this year. The control tent was, as ever, efficiently run by Val and Paul Howkins with Mervyn Tilbury arranging the parking and flight line safety etc. The last of the 10 rounds of the 2009 competitions for Tomboy3s and Tomboy Senior was also organised by Tony Tomlin with Jane Robinson handling the scoring etc, [thank you Jane!]. Nick Skyrme volunteered to be the [brave] starter.



The day started off grey with an 8-10 mph breeze from the favoured SW direction. The car park was soon filling up with 41 fliers signing on during the day and 60+ models. Models seen ranged from an interesting Bowden Mouse, powered with a Saito 40, to a couple of Playboy Seniors and a very smart yellow and black Junior 60 powered with an Oliver Tiger. There was also a PB2, a Scram, Super 60s and many others but Tomboys, in both the 36" and 48" sizes, were the most numerous with



around 20 signed on. A number of electric models were flown including the reliable Super Scorpion of John Bowring and a Skyleader Skyray from the fifties originally for a Jetex 100 and scaled up by Mervyn Tilbury using an electric ducted fan. This flew in a most scale-like manner and sounded very much like the jets of that era! Mervyn also flew a 1 ½ times Vic Smeed Popsie that demonstrated the huge advances in motor and battery technology over the last few years.

Tomboys

Ten competitors had signed on for each of the two classes of this competition which is attracting more new fliers at each event. New to the Tomboy 3s was an enthusiastic Jeff Fellows who posted some good times in his preliminary flights. The usual Tomboyists were all competing for the league awards with Tony Tomlin, Tom Airey and David Boddington all close in the Tomboy Senior League and Chris Hague and Stephen Powell still with a slim chance of beating Tom Airey in the Tomboy3s. By 11.30am the majority of competitors had all achieved their required



4minute + max flights and were ready for the fly offs. Unfortunately that was as far as the event went as the occasional drops of rain that had been around most of the morning developed into an unpleasant heavy drizzle with a very nasty gusty wind. Sadly at 1 o'clock it was decided to abandon the event. This made Tom Airey the winner in Tomboy 3s with 96 points and Stephen Powell and Chris Hague both equal second on 78 points. The winner of the Tomboy Senior class



was David Boddington, who had scored steadily throughout the year, on 62 points closely followed by Tom Airey on 60 points and Tony Tomlin 3rd on 54 points. There were 25 entrants in the Tomboy3 league and 20 in the Tomboy Senior league. Val Howkins presented the winners with their

awards which had been generously donated by the Parry family. A detailed result sheet of the 2009 league is available by contacting Tony Tomlin: email pjt2.alt2@btinternet.com tel 02086413505. Despite the weather and knowing this was the last vintage R/C meeting of 2009 a number of fliers stayed on to chat sheltering under various awnings. To their delight at around 2.30 the rain stopped and the sun came out whereupon flying continued for another couple of hours!

It is intended to run these competitions again in 2010 but there will be a simplification in the league scoring system. The winner will receive 10 points, second 9 points down to eighth place who will score 3 points. Any competitor after eighth place that reaches the fly off will receive 2 points, any competitor who does not reach the fly off will receive 1 point. The competitor's best scores from 5 meetings over the year will give his final position. It is hoped this will encourage more fliers to enter the smaller events. It is planned to run 10 competitions in 2010.

Thanks go out to Val and Paul Howkins and friends for the tremendous amount of effort that makes these meetings so successful.



Eastbourne Autumn R/C By Tony Tomlin

Deanland Airfield at Ripe, in Sussex, was the venue for the second and last of the 2009 Vintage R/C events smoothly run by the Eastbourne DMAC on Sunday 20th September. This event always seems to be blessed with fine weather and this meeting was no exception with very little breeze and wall to wall sunshine. The site that is a small private airfield [originally a support airfield for the D Day landings in June 1944] has the added attraction of a few light aircraft landing and taking off during the day. In all there were around 30 fliers signed on with a collection of interesting models. Models seen included a City Slicker, Quaker Flash, Saito Twin powered Astro Hog, Junior and Super 60s, a Southerner, Majestic Major, Spook, Matador, Ballerina and a very nice electric twice size Pinocchio II. There was also a scale Klemm Swallow [also electric] that when flying could have easily been thought to be a full size!

The Raynes Park MAC members were out in force. John Perry had some good flights with his electric Queen Bee and Black Magic and Alan Holmes was flying his Junior 60, also electric. Tony Tomlin had dusted of his Joe Konofees designed Buzzard Bombshell that climbed in true competition fashion. Mike Cummins, after a fuel problem grounded his Black Magic, had many steady flights with his OS40FS Junior 60. The Surrey club was present with Geoff Goldsmith flying his Mercury, he was joined by other club members Roy Woolston, and John Sinclair who was flying his well used Majestic Major.

Flying continued at a leisurely pace throughout the day and of course there was a lot of chatting going on as is the norm when modeller meet! All thanks go to Stan Coombs and others of the Eastbourne club for making this meeting [as always] one of the best in 2009.











MG – Bern Antikfliegen 29 August 2009

Quite rightly several readers commented on the fantastic photo on front cover of last months S&T. I am really pleased that Peter Renggli kindly sent me a cd of 100+ photos of this annual Swiss event. The only thing being I'm going to have to spread over a few months, well it will give us all something to look forward to, I may even use one of the photos for yet another front page because there are so many fantastic ones to chose and reducing the size as here does not do them justice. Anyway enjoy the following snaps. The photos were all taken by Urs Brand.









Wimborne MAC Control Line meeting 4 October 2009

An annual event most noted for poor weather and no flying but this year all was different. The weather was about as good as you could wish for, dry bright and a slight breeze. The attendance was fantastic, not sure how many but a lot, with enthusiasts coming from Cardiff, Horsham, Wolverhampton, East Grinstead, Worthing, Isle of Wight, Bristol etc etc etc. It was great to see

several fathers and sons joining in, in many respects it was bit of a time warp and all the better for that. The predominant model being the Peacemaker, I lost count of how many. (I seem to have had a problem with numbers and counting that day!). There were three circles each able to take 80' lines easily and all circles were in use all day. Here's the photos and roll on next year when hopefully two meets will be possible.













At the end of the day Den Saxcoburg generously presented Richard Place and son with this stunt kit, by Black Hawk Models, of a Spad 7.

Following photos kindly sent by David Hilldrup



Wimborne MAC always has a BBQ going and kettle on



Terry Bradley looks happy, as always

Federation Scale Day hosted by Wimborne MAC 27 September 2009

Great weather and even better models. Winners of the 4 categories were chosen by competitors secret voting. Always a shame that all can't win as all models were fantastic.



Avro Avian. 5 Cylinder Saito



David Tappin's twin Laser powered SE5



Awful photo >>>
by me of the
winner of best
model category a
superb BA
Swallow by J
Collins



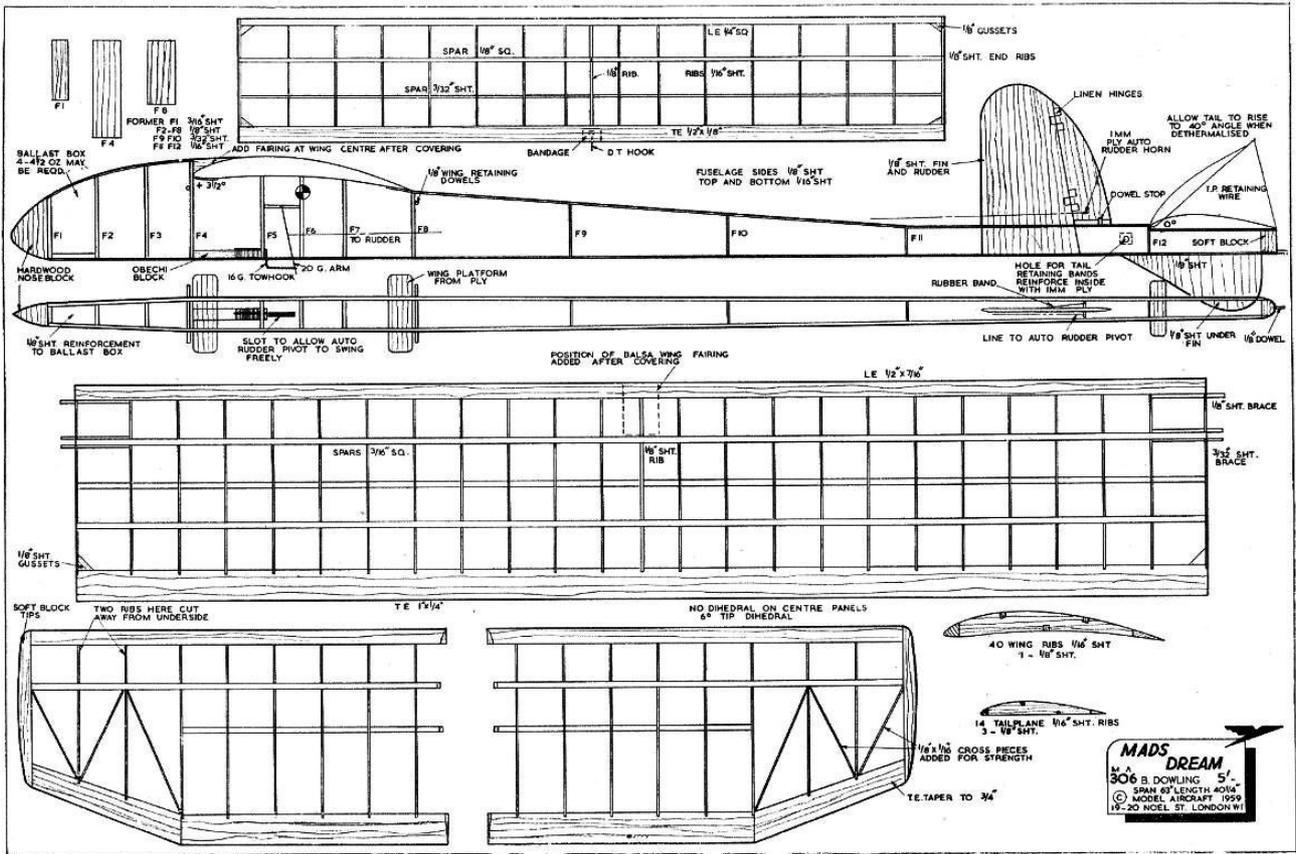
Phil Parmiter's 1/3rd scale Pup was overall winner as voted best in 3 categories, best take off, landing and flight





The large Bede by Cyril Carr was fantastic. A large model which gave a fantastic display. Powered by an electric ducted fan.



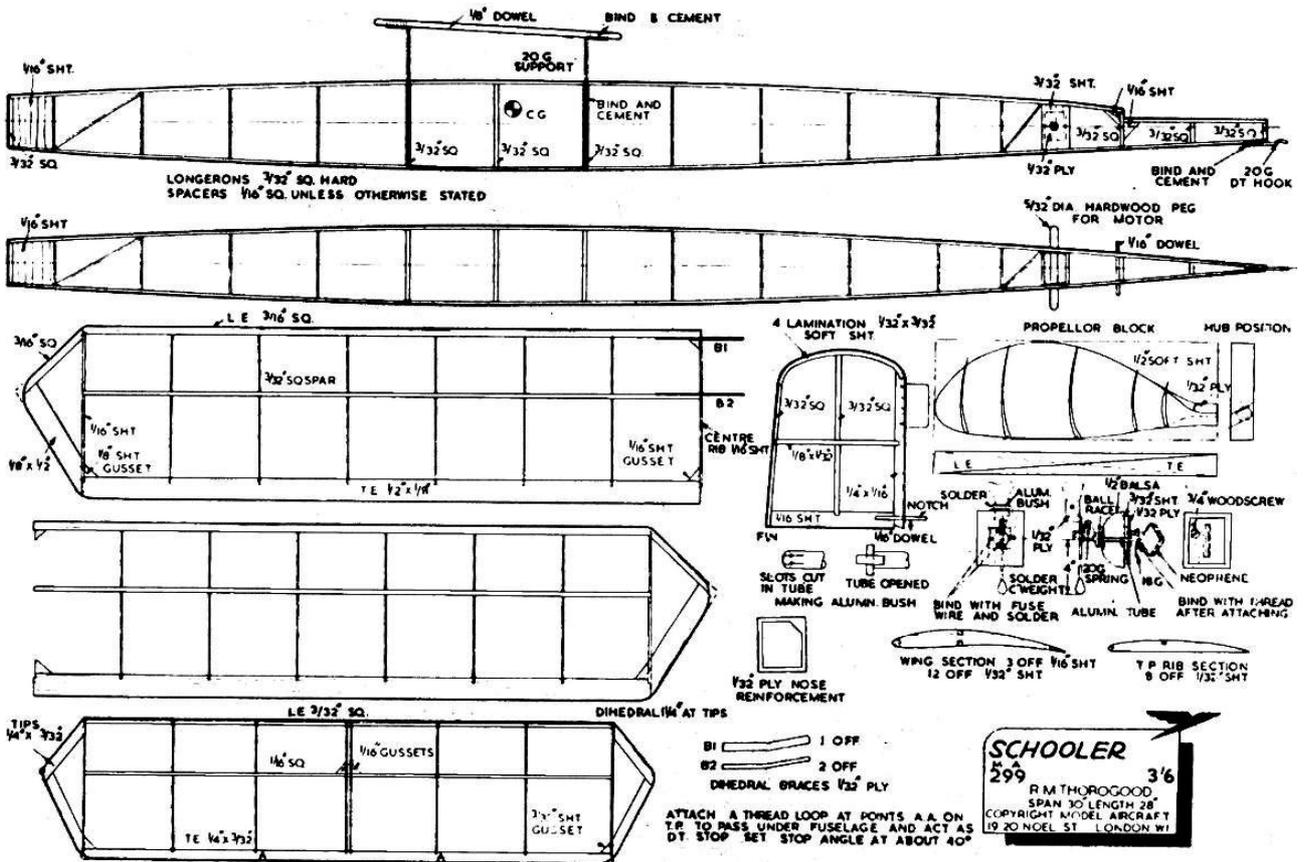


MAD'S DREAM
 M.A. 306 B. DOWLING 5"
 SPAN 63" LENGTH 40"
 © MODEL AIRCRAFT 1959
 19-20 NOEL ST. LONDON W1

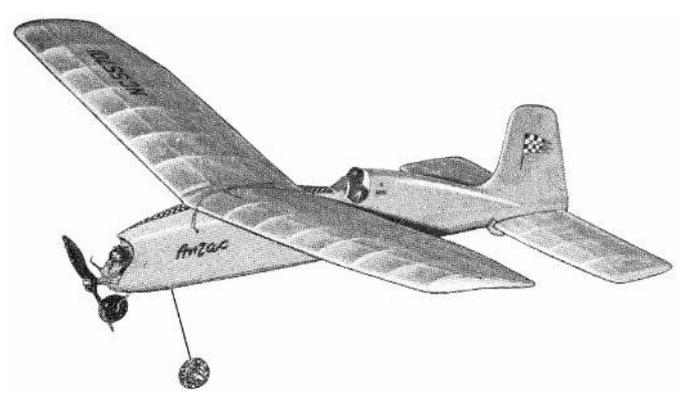
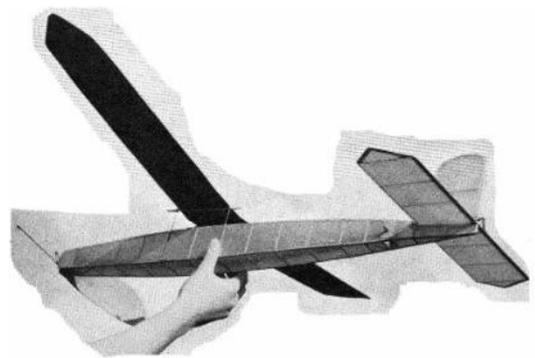


Mad's Dream a 63" span A/2 glider by B Dowling. From Model Aircraft April 1959.





Schooler by R M Thorogood. A 30" span beginners model from Model Aircraft January 1959



From Richard (Old Bill) Bavin

Photos immediately below show Ken Wallis holding Richard Bavin's model autogyro. Some will recognise the red one as it was flown by special permission at Cocklebarrow in the mist and drizzle a few weeks ago. Sort of in keeping with our style of flying. Most people got out of their cars to watch it perform. Richard Harris is seen with Ken Wallis, Richard has a good range of autogyro plans and can be contacted on 01299823289. KW was fascinated to see these fly and in return did a demo flight in the full size.



Smog Hog one of Richard's post vintage models



Bowden Mouse



Brooke's Skyrocket, a pioneer model, at Kidderminster site summer 2009

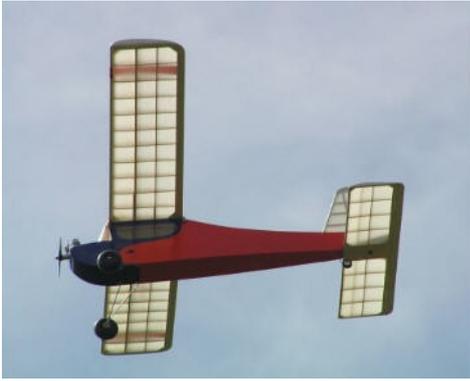
Fancy flying from Water

The Essex Water babies is a club dedicated to flying water planes and meets weekly from the beginning of October to the end of March at Stubbers Lake near South Ockendon in Essex. The club has been running for many years. From Sutton the journey takes a little under one hour. The lake has good access for launching models [we have our own mini beach] and unlike other sites is not surrounded by trees. It can be seen on Google Earth at N51deg 32'07.60 E0deg 16'15.03. the lake is approx. 350yards x 700yards. As at all flying sites members must hold BMFA insurance. For details contact Don Harvey 01376 515286 or email d.harvey1@homecall.co.uk. Tony Tomlin 02086413505 email pjt2.alt2@btinternet.com.

From Bill Deal

Photos attached of RC Assist Vic Smeed Electra, powered by PAW 1.5cc RC and built by Gerry de Groot, President of Launceston Model Aero Club - Tasmania. I suspect photos are taken on Gerry's home property - lucky lad! Gerry states "It's one sweet flying model"
It has finally stopped raining after the wettest winter for 124 years! so hoping for some good flying days to come. Tomboy news & photos to follow shortly - we have quite a few models finished now!





Lost at Middle Wallop on August Bank Holiday Sunday. Roy Woolston's Tomboy 3 snubbed Tx control and decided to go off piste. It seems to have landed somewhere towards, possibly beyond the compound but to date has not turned up. If anyone has found a R/C Tomboy and would like to reunite with its owner please contact me JP and I'll pass on message to Roy.

Another hectic month where I gave in to the temptation of including loads of photos, I just can't resist. Next month there'll be more photos sent by Peter Renggli and hopefully others. I've got a few glider plans to include but don't you hold back send in photos, articles whatever and share with the rest of us.